LMSC B030443
Copy 2 of 6

JOINT MESSAGEFORM

SECURITY CLASSIFICATION [redacted] RTD Cong File (1-2)

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

KUL [redacted]

PRECEDENCE	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION	BOOK	MULTI	SINGLE			
INFO						

FROM:
6595TH AEROSPACE TEST WG, VANDENBERG AFB, CALIF.

TO:
SPACE SYSTEMS DIV LOSA CALIF
VWZD-24-11-316

SUBJECT: 8 HOUR FLASH REPORT

1. A SATELLITE VEHICLE CONSISTING OF SLV-2 BOOSTER NO. 347 AND S-01 ORBITAL STAGE NO. 1135 WAS LAUNCHED ON THE FIRST ATTEMPT FROM VAFB COMPLEX 75-3, PAD 4, AT 1600:54.33 PST ON 24 NOVEMBER 1962. THE PRIMARY LAUNCH OBJECTIVE, TO PLACE THE S-01 SATELLITE WITH PAYLOAD IN A NEAR-POLAR ORBIT, WAS ACCOMPLISHED. THE ORBITAL PERIOD ATTAINED APPEARS TO BE APPROXIMATELY ONE-HALF MINUTE LONGER THAN NOMINAL, BASED ON FIRST PASS ACQUISITION. [redacted] THE VTS RADAR PLOTBOARD INDICATED THE FOLLOWING APPROXIMATE INJECTION CONDITIONS: ALTITUDE, 138 STATUTE MILES; PAD

SPECIAL INSTRUCTIONS

CLASSIFICATION CHANGED TO [redacted]
By authority of AFR 205-2
Jessie M. Sutford
7 APR 1966

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIRECTIVE 5200.10

DATE	TIME
MONTH	YEAR

WRITER SYMBOL	RELEASER SIGNATURE
TYPED NAME AND TITLE (Signature, if required) C.S. WALLER, LT. COL., USAF	TYPED (or stamped) NAME AND TITLE
PHONE 866-5231 — PAGE NO. 1 — NR. OF PAGES 6	
SECURITY CLASSIFICATION [redacted] [redacted]	22 OCT Rec'd

DD FORM 1 MAY 55 173 REPLACES DD FORM 173, 1 OCT 49, WHICH WILL BE USED UNTIL EXHAUSTED

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION [redacted]

FROM:

6595TH AEROSPACE TEST WG VANDENBERG AFB, CALIF. [redacted]

REFERENCED VELOCITY, 11, 000 FPS. ELEVATION FLIGHT PATH ANGLE APPROXIMATELY 0 DEG. AZIMUTH FLIGHT PATH ANGLE APPROXIMATELY 154 DEG. XXXX

PRELIMINARY VALUES OF SIGNIFICANT LAUNCH EVENTS ARE:

LIFTOFF (1400:54. 33 PST)	ZERO
STEERING INITIATED	97.8 SEC
MECO (S1)	149.15 SEC
VECO	155.14 SEC
ENABLE D1 AND D2 (S2)	156.12 SEC
D1 ON	157.00 SEC
D1 OFF	159.91 SEC
D2 ON	160.18 SEC
D2 OFF	167.29 SEC
SEPARATION COMMAND (S3)	168.0 SEC
SEPARATION COMPLETE	170.5 SEC
ULLAGE ROCKET IGNITION	189.5 SEC
S-01 ENGINE IGNITION	192.5 SEC
S-01 THRUST ATTAINMENT (90 PER CENT PC)	194.6 SEC
S-01 BURNOUT (75 PER CENT PC)	434.8 SEC
[illegible]	
VTS VELOCITY RADAR FADE	4[illegible] SEC

SYMBOL

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[redacted]

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION [redacted]

FROM:

[illegible] AEROSPACE TEST WG VANDENBERG AFB, CALIF [redacted]

VHF ACQUISITION BEACON FADE	493	SEC
VHF TELEMETRY DATA FADE (LINK 1)	[illegible]	SEC
VHF TELEMETRY SIGNAL FADE (LINK 2)	[illegible]	SEC
VHF TELEMETRY SIGNAL FADE (LINK 3)	[illegible]	SEC

II. ALL BOOSTER SUBSYSTEMS PERFORMED SATISFACTORILY AND, RESPONDING TO GROUND GUIDANCE SYSTEM COMMANDS, PROVIDED ACCEPTABLE COAST APOGEE CONDITIONS.

GROUND GUIDANCE SYSTEM DATA INDICATE THAT BOOSTER COAST APOGEE ALTITUDE WAS 104.25 NM (NOMINAL: 104.14 NM) AND THE VELOCITY WAS 10,[illegible] FPS (NOMINAL: 10,[illegible] FPS).

III. ALL [illegible] VEHICLE SUBSYSTEMS PERFORMED SATISFACTORILY DURING LAUNCH TO PROVIDE ADEQUATE TRAJECTORY CONDITIONS AT ENGINE SHUTDOWN; HOWEVER, THE FOLLOWING DISCREPANCIES WERE NOTED:

CONTROL GAS CONSUMPTION, AS INFERRED FROM TELEMETERED CONTROL GAS SUPPLY PRESSURE, WAS GREATER THAN USUAL DURING ASCENT AND FIRST ORBIT. THE INDICATED PRESSURE OF 1,[illegible] PSI AT VHF FADE WAS APPROXIMATELY [illegible] PSI LESS THAN USUAL. ALTHOUGH SOME EXCESSIVE ROLL TORQUE WAS NOTED DURING THE

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[redacted]

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

FROM:

[redacted]

6595TH AEROSPACE TEST WG VANDENBERG AFB, CALIF.

THRUST INTERVAL. ITS MAGNITUDE DID NOT APPEAR TO BE SIGNIFICANTLY GREATER THAN THAT OBSERVED ON S-01 VEHICLES OF LIKE CONFIGURATION. THE REPORTED CONTROL GAS PRESSURE AT HORIZON ACQUISITION OF 2,560 PSI WAS APPROXIMATELY 50 PSI LOWER THAN USUAL.

AT THE TIME OF SIGNAL FADE AT VTS, ALL VEHICLE SUBSYSTEMS WERE FUNCTIONING NORMALLY AND THE ORBITAL TIMER WAS SET AT 5255 SEC (STEP 15), IN THE RESET-ON POSITION, IN THE INCREASE MODE, AND ALTERNATE RE-ENTRY DISARM STATE.

IV. COUNTDOWN. VEHICLE SLV-2/61/367/1135 WAS LAUNCHED ON THE FIRST COUNTDOWN ATTEMPT. THE COUNTDOWN WAS INITIATED ON SCHEDULE AT 0600 PST ON 24 NOVEMBER 1964 AND PROCEEDED WITH NO HOLDS TO LIFTOFF AT THE SELECTED TIME.

TECHNICAL PROBLEMS IN THE PAYLOAD DELAYED ITS ARRIVAL AT THE PAD UNTIL 0705 PST (PAYLOAD SCHEDULED TO BE AT PAD AT START OF COUNTDOWN). IT WAS NECESSARY, THEREFORE, TO DELAY PAYLOAD MATING AND VEHICLE ERECTION (STEPS 2 AND 3) WHILE AWAITING ARRIVAL OF THE PAYLOAD, AND WHEN APP[redacted]GE

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JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION [redacted]

FROM

[illegible] AEROSPACE TEST WG VANDENBERG AFB, CALIF [redacted]

[illegible] VEHICLE DESTRUCT CHECKS (TASKS 4, 5, AND 6) WERE COMPLETED WITH THE VEHICLE HORIZONTAL. (DESTRUCT CHECKS ARE NORMALLY PERFORMED WITH THE VEHICLE VERTICAL.) IMMEDIATELY FOLLOWING THE DESTRUCT CHECKS, PAYLOAD MATING AND VEHICLE ERECTION (TASKS 2 AND 3) WERE ACCOMPLISHED. THE REMAINDER OF THE COUNTDOWN TASKS WERE PERFORMED IN NORMAL SEQUENCE.

THE TELEMETRY AND LANDLINE MEASUREMENTS OF S-01 LIFEBOAT SPHERE TEMPERATURE WERE INOPERATIVE THROUGHOUT THE COUNTDOWN.

V. AEROSPACE GROUND EQUIPMENT. THE AEROSPACE GROUND EQUIPMENT FUNCTIONED SATISFACTORILY TO ACCOMPLISH BOOSTER AND ORBITAL STAGE PRE-LAUNCH CHECKOUT, WITH NO PROBLEMS NOTED. THE LANDLINE INDICATION OF S-01 LIFEBOAT GAS SPHERE TEMPERATURE WAS INOPERATIVE, BUT THE PROBLEM WAS DUE TO A DEFECTIVE TRANSDUCER IN THE S-01 VEHICLE AND NOT IN THE AEROSPACE GROUND EQUIPMENT.

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JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION [redacted]

FROM

6595TH AEROSPACE TEST WG VANDENBERG AFB, CALIF [redacted]

V. PAD DAMAGE. PAD DAMAGE WAS NORMAL WITH THE USUAL DAMAGE TO THE AMEC AIR CONDITIONING DUCTS AND TO THE [illegible] AND DAC ELECTRICAL EQUIPMENT NEAR THE BASE OF THE LAUNCHER. RECOVERY CAN BE ACCOMPLISHED WITHIN NORMAL TIME.

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